

## Appendix F

# Transportation Coordinators-Automated Information for Movements System II (TC-AIMS II) Functionality

F-1. The Transportation Coordinators - Automated Information for Movements System II (TC-AIMS II) is the result of a need identified during Desert Shield / Storm to have the transportation information systems of each Department of Defense (DOD) service component be able to communicate with one another.

## APPLICATION

F-2. TC-AIMS II satisfies the Army's unit movements requirement by providing support in two broad functional areas: unit movement (at the company, battalion, and brigade level) and installation transportation management (at the installation transportation office / movement control team level).

### Unit Move

F-3. TC-AIMS II includes automated support to assist unit commanders to create, maintain, manage, and update unit equipment, personnel, and movement information databases. It facilitates planning and execution of unit movements. It incorporates the mechanism for identifying assets and requirements for force deployment on deliberate and crisis action planning. TC-AIMS II provides tools to support data management; planning and execution of deployments; and unit personnel and equipment management. Asset tracking (i.e. tracking cargo and equipment) is accomplished through the use of automatic identification technology (AIT). Specifically, through the use of radio frequency tags and associated interrogator/readers at key points along a predetermined travel route, (e.g. marshaling area, staging area, port of embarkation, port of debarkation). Movement planning starts with the establishment of unit move requirements and ends with the arrival of personnel, materials, and supplies at a destination point. The planning function includes preparation and execution of convoys (assigning, loading, staging, moving, controlling, coordinating, tracking, etc.). In addition, the unit move function supports rail, air, and ship loading.

### ITO/MCT

F-4. TC-AIMS II provides capabilities that support movement requirements, procure commercial carrier support, capture historical shipment information, and support cargo/personnel moves during day to day operations. These provide automated support capabilities to the movement coordinator for receiving, documenting, coordinating, managing, and transporting cargo and passengers. TC-AIMS II also includes automated support tools to assist in passing data to other systems, as required.

### Functional Structure

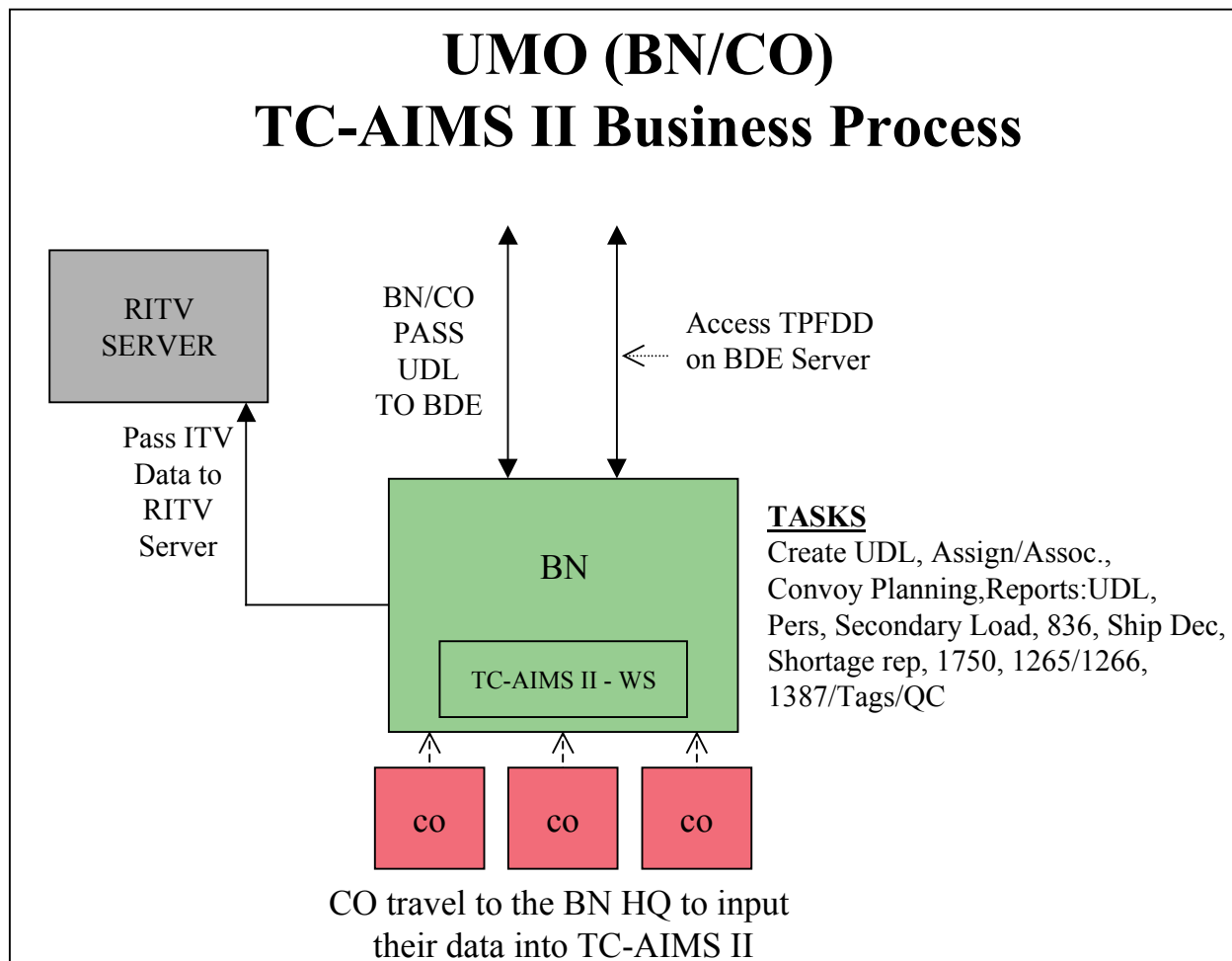
F-5. TC-AIMS II consists of four main unit movement modules. They are Asset Management, Movement Planning, Movement Coordination, and Movement Execution.

- **Asset Management:** Provides DOD units the capability to maintain personnel readiness data (licenses, equipment qualifications, medical, and immunization status, etc.), equipment, supplies, deployment support equipment, and create reports.
- **Movement Planning:** Provides DOD units the capability to receive movement requirements, analyze the requirements, and create tailored movement plans.
- **Movement Coordination:** Provides DOD units the capability to request transportation assets and coordinate land, sea, air freight, and passenger movement requirements from origin to destination. Allows user to prioritize loads (high, medium, or low) based on mission requirements (e.g., the equipment to set up a rapid refuel point in support of an aviation battalion would warrant a higher priority than a full field kitchen. The logic being those soldiers can eat Meal, Ready-To-Eat (MRE) while awaiting the field kitchen to arrive, however, helicopters can not fly without fuel).
- **Movement Execution:** Upon receipt of a movement order, TC-AIMS II provides DOD units the capability to carry out the segments and legs developed in the movement plan in a logical order that best suits mission accomplishment. TC-AIMS II gives the user the ability to track unit move information, and provides the capability to perform some tasks that are resident in other parts. TC-AIMS II also gives the ability to track assets via AIT devices.

## UTILIZATION BY USER LEVEL

### Company

F-6. The company unit movement officer (UMO) is the key person in a successful movement utilizing TC-AIMS II. Figure F-1 depicts the TC-AIMS II business processes for the company UMO.



**Figure F-1. TC-AIMS II Business Process for the Company and Battalion UMO**

F-7. The responsibilities include but are not limited to:

- Create, maintain, manage, and update unit equipment, personnel, and deployment information databases.
- The UMO should import equipment and personnel data from the appropriate databases. The data should be reviewed for accuracy. Corrections and updates can be made in TC-AIMS II for local use; however, the changes remain resident. Because TC-AIMS II does not have a two way communication capability to source databases, the UMO should contact battalion headquarters with the changes that need to be made in the source databases (e.g. Standard Installation/Division Personnel System (SIDPERS), Transportation Coordinators-Automated Command and Control Information System (TC-ACCIS)).

- Plan organic movements.
  - ❑ Movements such as field exercises that occur on a scheduled basis each year can be stored in TC-AIMS II for use whenever the movement occurs.
- Develop plans over time for known exercises and deployment scenarios (deliberate planning).
  - ❑ The deliberate planning process defines a deployment package for specific equipment and personnel. For example, “Generator A” will be loaded on “Trailer A” and hitched to “Truck A” which in turn will be loaded with duffel bags. “Truck A” will have “PFC Jones” assigned as the driver, and “SGT Smith” as the alternate driver.
  - ❑ Deliberate planning can be done with or without a Time Phased Force Deployment Data (TPFDD).
- Develop plans immediately for emergency deployments and war (crisis action planning)
  - ❑ The crisis planning process defines a deployment package in response to an immediate threat that has not been prepared for in the TPFDD creation process e.g. crisis action planning could be used for disaster preparedness, which varies by geographic region.
- Prepare and execute convoys (assign, load, stage, move, control, coordinate, track etc.).

F-8. The company UMO plan creates a unit deployment list (UDL) from the organizational equipment list (OEL) based on information supplied either through a TPFDD or from the battalion commander. The UDL is forwarded to the battalion UMO for further action.

F-9. The Company UMO is an officer or an NCO E-6 or above.

## Battalion

F-10. The battalion UMO is the movement administrator for the entire battalion and the point of contact for company UMOs. Figure F-1 depicts the TC-AIMS II business processes for the battalion UMO. The responsibilities include but are not limited to:

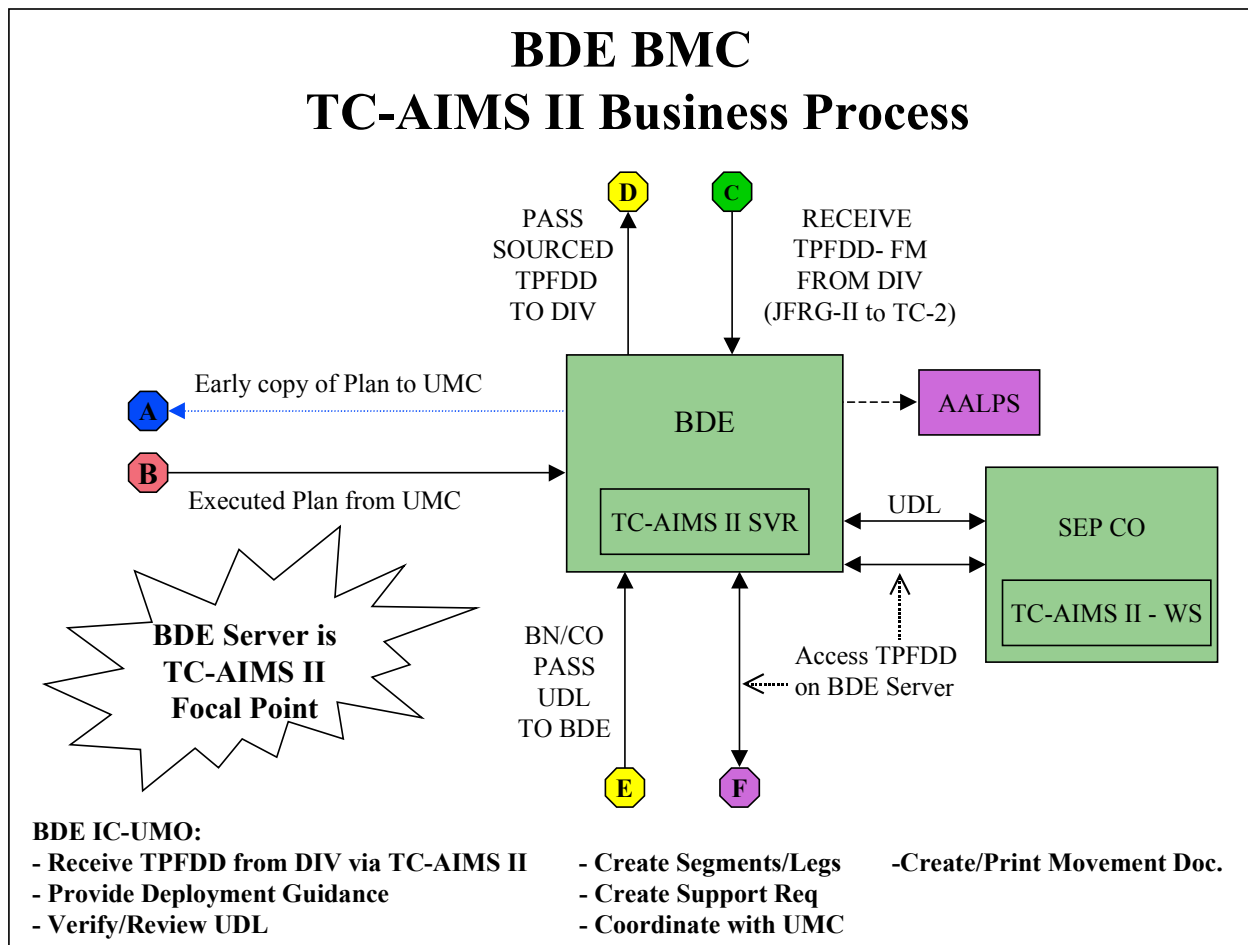
- Consolidating the company movement plans and developing them into movement plans for the battalion.
- Auditing the company’s asset management sections for accuracy.
- Forwarding battalion movement plans to brigade for further consolidation.

F-11. The battalion plan is a UDL for the battalion to include the headquarters company. It is built by consolidating the company UDLs to match the requirements of a TPFDD or the battalion commander.

F-12. TC-AIMS II has the capability to tailor movements and the units participating in those movements. Accordingly, battalion movements can be constructed for the entire battalion or for slice elements dependent upon the mission requirement.

## Brigade

F-13. At the brigade level, the title of the movement officer changes to Brigade Movement Coordinator (BMC). The change is to more correctly identify the function of the position due to additional responsibilities at the brigade level. The BMC is the liaison between the UMO (at battalion and company) and the ITO in continental United States locations, the MCT in outside continental United States locations; and in both locations, the Unit Movement Coordinator (UMC). Figure F-2 depicts the TC-AIMS II business processes for the BDE BMC.



**Figure F-2. TC-AIMS II Business Process for the Brigade Movement Coordinator**

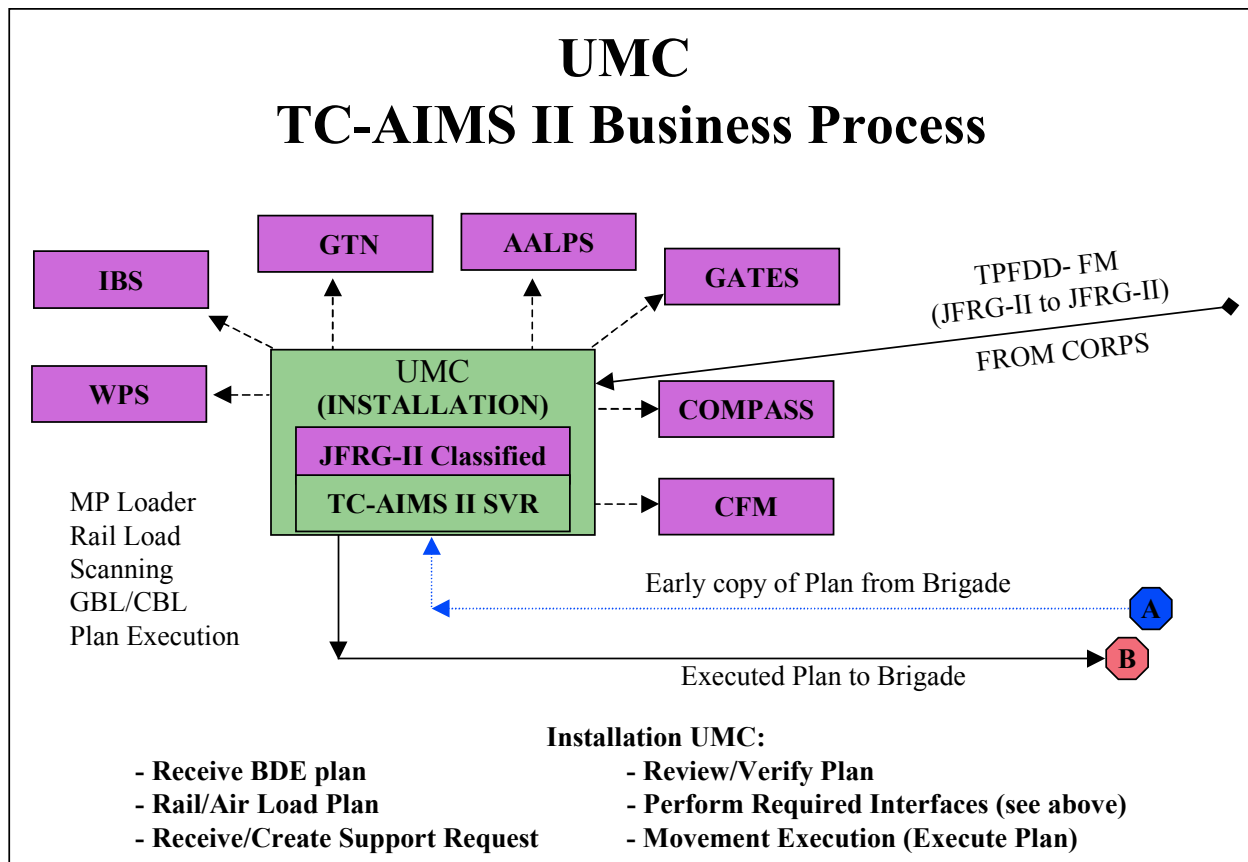
F-14. The responsibilities include but are not limited to:

- Consolidating the battalion movement plans and developing them into movement plans for the brigade.
- Inserting movement data into the movement plan (e.g. train, convoy, etc).
- Forwarding brigade movement plans to the UMC.

- Coordinating the movement of personnel and equipment beyond the capability of organic assets with the UMC.
- Consolidating unit support requests for commercial transportation and providing them to the UMC.
- Obtaining unit convoy clearances and special hauling permits from the UMC.

## UMC

F-15. At the installation level, the UMC coordinates strategic movements and assists units in developing and executing unit movement plans. Figure F-3 depicts the TC-AIMS II business processes for the UMC.



**Figure F-3. TC-AIMS II Business Process for the UMC**

F-16. The UMC responsibilities include but are not limited to:

- Providing movement guidance to all units moving from the installation.
- Processing convoy clearances and special hauling permits to meet unit requirements.
- Advising the unit on preparing movement documentation.

- Verifying the number of ships and aircraft (determined by MTMC) required by each unit and assisting in designating loading sites and coordinating times to start and complete unit loading.
- Assisting units in identifying and obtaining blocking, bracing, packing, crating, and tie-down materials.
- Coordinating unit materiel handling equipment requirements with commercial and military MHE sources.
- Coordinating movement documents for commercial lift of unit personnel to include enroute support.
- Ensuring unit equipment is properly marked prior to movement by any mode.
- Supporting unit movement at railheads and airfields.
- Serving as the primary point of contact for special assignment airlift mission (SAAM) and exercise airlift. Coordinating airlift requests for active and reserve component units.
- Maintaining and managing containers, and 463L pallet and cargo net allocations.

## TC-AIMS II IN THE FUTURE

F-17. Examination and planning is on-going to develop additional TC-AIMS II capabilities based on jointly developed requirements.